

Environmental factor sheets will be linked in the left column if effects are anticipated

ENVIRONMENTAL FACTORS	EFFECTS				COMMENTS
Adverse	Benefit	None			
SOCIO-ECONOMIC FACTORS					
A. General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p>The use of public funds will be required for the proposed improvement. The project will provide a facility that would improve accessibility to De Pere's downtown business district. The project will move traffic more safely, efficiently, and reliably into and out of the downtown business district, thereby making it more attractive to potential customers. The project may also increase the number of parking spaces available for potential customers. There may be several impacts.</p> <p>One impact may be the acquisition and relocation of several businesses along the proposed corridor.</p> <p>A second impact, depending on the alternative selected, may be the elimination of a portion of the on-street parking spaces located in front of the buildings on Broadway.</p> <p>A third potential impact, again depending on the preferred alternative selected, will be the impact of construction on the downtown business community. This impact will, for the most part, be experienced on the east side of the river. In the case of all alternatives, there will be an inconvenience to potential customers of businesses located in the construction corridor. While no specific timeframes have been quantified, it is likely that the two-bridge alternative may take longer to construct. The timeframe is not necessarily expected to double, but it is likely that the construction of two bridges will extend over a longer timeframe. The longer the construction timeframe, the greater the potential for extended construction periods simply because of weather. Extending the project from one construction season to possibly two, will impact the business community for a longer period of time. In addition, the construction of a single bridge located out of the immediate downtown business district may be easier to phase with the roadway approach construction through the downtown, since they are somewhat physically separated and not significantly dependent on each other.</p>
B. Community & Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project will have a variety of impacts on the community. A new bridge or bridges, depending on the alternative selected, will be more dependable and require much less closure and detouring during routine maintenance activities. Both new bridge alternatives will also enhance the ability of emergency vehicles to cross the bridge at all times</p>

				<p>of the day. A four-lane bridge located south of the Army Corp of Engineers dam would move the main bridge traffic out of the downtown, thereby, making the business area more pedestrian friendly. In addition, each of the build alternatives will provide bike lanes and improved sidewalks across the river.</p> <p>There will be increased noise levels on the multi-tenant residences located along the east side of Wisconsin Street. Additional suggested impacts include the impact of the bridge being located closer to the St. Norbert College campus. In the same manner, relocating the bridge from its present location may improve the vista on the east side of the river, thereby, enhancing the recreational value of the community's east side.</p>
<u>C. Economic Development and Business</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The project, depending on the final alternative selected, will require the acquisition and relocation of between 5 and 6 local businesses. This will result in an immediate tax revenue loss for the City. In the long-term, it is anticipated that the project will be an asset to the community. The project is expected to reduce the amount of traffic congestion and provide improved opportunities for businesses in the downtown. Some discussion has actually begun within the business community to identify potential redevelopment opportunities related to moving the bridge south of the downtown. As an example, removal of the existing structure at George Street will provide an immediate vacant area for redevelopment and other business friendly assets (i.e. parking, small shops, etc.).</p>
D. Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> No agricultural area is involved.
E. Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> No minority populations or low-income populations have been identified within the projects area of influence. The public involvement process was inclusive of all residents and population groups in the study area and did not exclude any persons because of income, race, color, religion, national origin, sex, age or handicap.
NATURAL ENVIRONMENT FACTORS				
F. Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <p>The proposed bridge will span over the Fox River. Piers will be constructed in the river to support the structure. A wetland investigation in the project corridor determined that wetlands do not exist. See <u>(Wetland Investigation Report – June 18, 2001)</u> <u>(Appendix P)</u>.</p>
<u>G. Streams & Floodplains</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The construction of a new bridge will have a minimal impact on the floodplain. Any proposed structure would meet the headwater requirements as set by the Wisconsin Administrative Code.</p> <p>The WDNR has indicated a concern regarding the protection of the spawning period, from April 7 to June 16. for the Lake Sturgeon below the dam. The</p>

					<p>project documents will incorporate construction restriction in the spawning areas for that timeframe.</p> <p>The Lake Sturgeon is also a traditional cultural property to the Menominee Indian Tribe of Wisconsin.</p>
H. Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Swallow nests have been observed on the existing bridge. Depending on which alternative is selected, bridge rehabilitation activities or demolition would be performed during non-nesting season between August and May or steps will need to be taken to prevent nesting from occurring.</p>
I. Upland Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The project will require uplands. This land is not considered a 'habitat' because it is mostly urban lawn space.</p>
J. Erosion Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Construction site erosion and sediment control procedures will be followed as set forth in TRANS 401 and the WisDOT/WDNR Cooperative Agreement. During design, an erosion control plan will be developed. Appropriate techniques and Best Management Practices will be employed.</p> <p>During construction, impacts to water quality will be minimized by implementing erosion control measures and by assuring that measures implemented conform to the contract's Special Provisions and with the Standard Specifications listed in the WisDOT's Standard Specifications for Road and Bridge Construction.</p>
K. Storm Water management	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A Storm Water Management Plan will be developed to reduce or minimize runoff impacts to surrounding waters of the State in coordination with the WDNR. The plan will be incorporated in the final design plans.</p>
PHYSICAL ENVIRONMENT FACTORS					
<u>L. Air Quality</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p>In general, the project is anticipated to improve air quality as a result of reduced traffic congestion in the corridor. Some segments of the project, such as the Wisconsin Street segment, may experience reduced air quality due to the rerouting of traffic into this corridor. Correspondingly, improved air quality will be experienced in those project segments with reduced traffic due to proposed rerouting. (<i>Air Emissions Screening</i>) (Appendix Q)</p>
<u>M. Construction Stage Sound Quality</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>Impacts related to construction noise are anticipated to be of a localized, temporary and transient nature. The special provisions for this project will maintain measures to minimize construction stage sound impacts. To reduce the potential impact of construction noise, motorized construction equipment shall be operated during day light hours only, without prior approval of the WisDOT construction representative.</p>

N. Traffic Noise	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p>The noise impacts of this project will vary by specific location. For the most part, noise is not anticipated to be an issue. Those areas adjacent to the new bridge and roadways (e.g. Wisconsin Street Corridor) may experience some additional noise impacts during certain periods of the day. Correspondingly, traffic noise will be reduced in those areas with reduced traffic (e.g. existing bridge corridor). Noise abatement is not planned because it is neither reasonable nor feasible. (<u>Traffic Noise Study – February 5, 2003</u>) (Appendix H)</p>
CULTURAL ENVIRONMENTAL FACTORS					
O. Section, 4(f) and, 6(f).)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The project alternatives involve the construction of a bridge and approach roadway on the east shore of the Fox River in an area adjacent to a City park, known as Wells Park. (Exhibit 22) This park is primarily open space and is used for winter sledding by local residents. Some right-of-way and/or temporary grading easements may be required in the park. Adverse impacts on this park area are not anticipated from this project. Depending on the preferred alternative selected, the level of impact will vary. The City of De Pere is aware of the situation and has indicated that a mutually acceptable solution to the impacts can be found (Exhibit 29).</p> <p>The project crosses over the top of the Fox River Recreation Trail(Exhibit 22). The bridge will meet or exceed all required vertical and horizontal clearances to the trail. Bridge piers, located adjacent to the trail, will have an open concept to facilitate the viewing of the river by trail users. Adverse impacts on the Trail are not anticipated from this project.</p> <p>The existing bridge currently crosses over the De Pere Lock and Dam Historic District. (Exhibit 22) Several bridge piers are located in the District. For all of the build alternatives, the existing bridge will be removed. Adverse impacts on the District are not anticipated from this project. (Exhibit 33)</p> <p>The proposed bridge alternatives will require the acquisition of right-of-way from the Nicolet High School property. This is necessary to maintain the existing bridge operation while the new bridge or bridges are being constructed. This project may have impacts on the property. (Exhibit 22).</p> <p>St. Norbert College, the current owner of the property is aware of the project and has communicated their concerns regarding the project's impact on the resource (Exhibit30).</p>
P. Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The proposed project will be in the Area of Potential Effect (APE) for a number of Historical Resources. The existing bridge crosses over the De Pere Lock and Dam Historic District. A new bridge on the</p>

					same alignment will do likewise. A number of Historic Districts and buildings have been identified within the APE of the project. Adverse impacts to these Historical Resources are not anticipated. Additional right-of-way for the west approach to the new bridge(s) will be required and may have an impact on Nicolet High School.
Q. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Archaeological Phase I investigation identified several potential sites in the Wisconsin Street corridor. Phase II site investigations have been conducted to determine the existence and extent of the site. The Phase II site investigations have concluded that there are no archaeological resources eligible for NRHP designation, identified in the project area. <u>(Cultural Resource Investigation – January 2001) (Appendix R)</u>
R. Hazardous Substances or UST's	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A Phase I site assessment has identified several sites with known and/or suspected hazardous material contamination. A Phase II investigation is scheduled to begin in fall 2003. <u>(Phase I Hazardous Materials Reconnaissance and Records Search – November 2001) (Appendix S)</u></p> <p>The District will work with all concerned to insure that the handling and disposition of any petroleum contamination will be completed in accordance with all applicable laws and regulations.</p> <p>An asbestos Identification Survey was performed on the existing bridge. No asbestos material was detected from the survey. Electrical wiring in the bridge operator's house was not sampled. Future sampling could be conducted or wiring removal could be completed during demolition assuming the wiring contained asbestos <u>(Asbestos Identification Survey – June 2000) (Appendix T)</u>.</p> <p>Lead paint has been identified through previous bridge inspections on the bridge. Proper precautions will be taken during the demolition and removal of the existing bridge to handle and disposes of lead contaminants.</p>

<u>S. Aesthetics</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The aesthetics of the bridge are of concern to the citizens of De Pere. A group of individuals representing the De Pere business community was formed to develop an aesthetically pleasing structure. The group involved the Main Street Graphic Design committee. The group included a representative from St. Norbert College. An acceptable design was created and presented to the community. Included in the overall design were some aspects of the existing bridge. No comments were received when presented to the public. In general; a new bridge should be more aesthetically pleasing than the existing bridge. A professional architect has been retained as part of the project team and will work with the local community to develop acceptable aesthetic treatments for the bridge.
<u>T. Coastal Zone</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project will not affect any Coastal Zone Management areas.
<u>U. Other</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

ENVIRONMENTAL COST MATRIX

Transportation Improvements

Environmental Issue	Unit Measure	Alternatives/Sections			
		No Build	Alternative 3 Two-2 Lane	Alternative 4 4 Lane (New)	Alternative 6 4 Lane (Exist.)
Project Length	Mi (Km)	0.33 (0.53)	0.70 (1.13)	0.57 (0.92)	0.61 (0.98)
Cost \$					
Construction: Concrete	Million \$	\$4.6	\$12.39	\$9.47	\$10.51
Construction: (Steel)			(\$13.39)	(\$10.97)	(\$12.57)
Real Estate	Million \$	None	\$1.46	\$2.1	\$5.2
Approach Roadways	Million\$	None	\$2.93	\$3.65	\$3.6
Total: Concrete	Million \$	\$4.6	\$16.78	\$15.22	\$19.31
Total: (Steel)			(\$17.78)	(\$16.72)	(\$21.37)
Land Conversions					
Total Area Converted to R/W	Acres (Hectares)		2.74 (1.11)	3.27 (1.32)	4.11 (1.66)
Wetland Area Converted to R/W	Acres (Hectares)	None	None	None	None
Upland Area Converted to R/W	Acres (Hectares)	None	None	None	None
Urban Area Converted to R/W	Acres (Hectares)		2.74 (1.11)	3.27 (1.32)	4.11 (1.66)
Real Estate					
Number of Farms Affected	Number	None	None	None	None
Total Area From Farm Operations Required	Acres (Hectares)	None	None	None	None
AIRS Required?	Yes/No	No	No	No	No
Farmland Rating	Score	N/A	N/A	N/A	N/A
Total Buildings Required	Number	0	4	6	18
Housing Units Required	Number	0	1	1	0
Commercial Units Required	Number	0	4	6	18
Other Buildings or Structures Required	Number (Type)	0	0	0	0
Environmental Issues					
Flood Plain	Yes/No	No	No/ Only Bridge Piers	No/ Only Bridge Piers	No/ Only Bridge Piers
Stream Crossings	Number	One	Two	One	One
Endangered Species	Yes/No	No	No	No	No
Historic Properties	Number	None	8*	8*	8*
Archaeological Sites	Number	None	Two**	Two**	One**
106 MOA Required?	Yes/No	No	Yes*	Yes*	Yes*
4(f) Evaluation Required?	Yes/No	No	Yes	Yes	Yes
Environ Justice At Issue?	Yes/No	No	No	No	No
Air Quality Permit?	Yes/No	No	No	NO	NO
Design Year Noise Sensitive Receptors					
No Impact	Number		10	4	
Impacted	Number		2	8	
Exceed dBA Levels	Number		1	2	
Known or Potentially Contaminated Sites	Number	0	4	6	3

*To be determined after preferred alternative has been selected.

**Sites determined not to be eligible for NRHP.